

# Opportunities to better incorporate safe bicycle/pedestrian infrastructure into TxDOT project development processes

## NEEDS IDENTIFICATION

Bicyclists' and pedestrians' needs can be identified by members of the public, local governments, TxDOT, and other partners

### Areas of Concurrence

- Promote collection of bike/ped data
- Initiate District bike plans statewide

## SCOPING

Determining the project's scope and addressing local, regional, state, and federal requirements.

### Areas of Concurrence

- Refine Design Summary Report or develop scoping tool to address bike/ped needs based on context
- Continue to incorporate bicycle and pedestrian criteria into Project Safety Scoring Tool

## DESIGN CONCEPTS

Design criteria, roadway section, and pavement design are developed and further refined through a Preliminary Design Concept Conference (PDCC) and Design Concept Conference (DCC).

### Areas of Concurrence

- Develop informational handout to strengthen involvement of bike/ped stakeholders in PDCC and DCC

## TRAFFIC CONTROL PLANS

Contractors must provide temporary accommodations for roadway users during project construction

### Areas of Concurrence

- Refine requirements to better incorporate temporary bike/ped facilities (detours) in traffic control plans



## BEST OPPORTUNITY FOR BIKE/PED INCORPORATION

PROJECT INITIATION  
AND PLANNING

PRELIMINARY  
ENGINEERING

FINAL DESIGN/ PLANS,  
SPECIFICATIONS, AND  
ESTIMATES (PS&E)

LETTING

CONSTRUCTION

## CONSULTANT PROCUREMENT

TxDOT procures private sector partners to assist in planning, designing, and constructing projects.

### Areas of Concurrence

- Update standard contract to ensure context-appropriate bike/ped accommodation and allow for design flexibility
- Assess bike and ped consultant qualifications separately

## COMPLIANCE WITH PLANNING AND PROGRAMMING

Projects are integrated with various local, regional, and statewide plans

### Areas of Concurrence

- Create state-level clearinghouse of bike/ped transportation plans
- Formalize bike/ped performance measures as part of department project scoring and selection processes (e.g. Decision Lens)

## PUBLIC INVOLVEMENT

Public meetings are required for certain environmental documents and for certain projects that impact vehicular traffic patterns.

Also, an annual opportunity for a public hearing is required to discuss District projects and programs related to bike use.

### Areas of Concurrence

- Refine comment response process to better document bikeway needs
- Develop guidance and awareness for annual District bike meeting/hearing

## GUIDANCE/TRAINING IMPROVEMENTS



District-level staff determine project scope, bicycle and pedestrian modal needs, and incorporate these into project designs. Design engineers refer to TxDOT's Roadway Design Manual and AASHTO Guide to the Development of Bicycle Facilities for bikeway design standards.

### Areas of Concurrence

- Standardize bikeway design guidance so TxDOT engineers refer to one source
- Refine existing or create new TxDOT training classes
- Develop District-level bike/ped design engineering subject matter expertise